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Falkensee (N 53/Z 65) Fuel Dump on Stummstrasse.

5. Truck [ ] loaded with two 200-liter barrels was near the fuel dump about 4 p.m. on 17 June 1950. German workers were digging in a fuel container to half of its height on the northern side of the eastern shed. Piles of dirt were visible on the northern side of the western shed. (4)

Fuerstenberg (N 54/U 52) Clothing and Ration Supply Dump.

6. On 30 June 1950 many Soviet officers, EM and civilians were seen in the restricted area of Fuerstenberg between Rheinsbergerstrasse and Berlinerstrasse. [ ] a Soviet clothing and ration supply dump is located there. [ ]

Kapen Ammunition Depot.

7. No activities were observed in the former German ammunition depot in Kapen, between Dessau and Oranienburg, in early July 1950. [ ] the installations of the depot were dismantled in 1945/46 and most of the buildings were demolished. Nothing is known about an intended reconstruction of the installation. A Soviet guard detail of 15 to 20 men wearing red-bordered black epaulets and black-bordered red epaulets was quartered in the eastern section of the ammunition depot. A police unit of 70 to 100 men, assigned to guard details are quartered in huts in the north-western corner of the depot area and east of the depot. Tank tracks were seen on the paths of the woods near the ammunition depot. The depot is surrounded by a double barbed wire fence. Watch towers were not seen. (6)

Merseburg (N 52/D 91) Salvage Dump.

8. On 13 June 1950, a German labor detail at the dump, which is near the former airfield, was working on captured materiel, mostly tanks and railroad guns which were cut into pieces and shipped to an unknown destination. The workers were supervised by a Soviet detail wearing red epaulets. (7)

Toepchin (N 53/Z 91) Ammunition Dump.

9. Soviet ammunition shipments are continuously dispatched from Koenigswusterhausen (N 53/V 02) to Toepchin. Every week from 1 November 1949 to early February 1950 three trains were sent at night to Toepchin. Ammunition trains arrived less frequently between February and mid-June 1950. The load of the trains varied between 600, 800 and 1,000 tons. The arrival of trains is not announced at the dump beforehand and they are usually escorted by 8 to 10 soldiers. Smaller ammunition shipments of three or four railroad cars, mostly gondola cars, are also dispatched during the day. Several times these shipments consisted of shells, cartridges and infantry ammunition. (8)
10. Security measures at the ammunition dump were tightened recently. For example, locomotives operating in the dump area must not be fired, and the German train personnel must stay on their trains.
11. In late 1949 the Mittenwalder Kleinbahn, a local railroad line was connected in Koenigswusterhausen with the Berlin-Koenigswusterhausen - Cottbus trunk line. From Toepchin, the terminal of the Kleinbahn, a spur track runs to the ammunition dump on the eastern border of the Wunsdorf maneuver area. (9)

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Velten (N 53/Z 66) Fuel Dump

12. [ ] there is a great deal of loading activity in the early morning at the Air Force Fuel Dump in Velten. Usually trucks are loaded with barrels, but individual tank cars are also used. There is little activity at the dump during the day. Fifteen to twenty containers about 6 meters long and 2½ meters in diameter, half dug into the earth, were seen from the eastern side of the dump. East of these containers were several open shafts, the walls of which were cement. At the shafts were pipes, ½ meter long which possibly led to underground fuel tanks. Jeep [ ] and truck [ ] were seen. Four sentries wearing light blue epaulets were observed. Three rubber cables led from the dump to the Linsiedlung where Soviet officers are billeted in three houses. (10)

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13. Six tank cars guarded by two soldiers wearing red epaulets were switched to the railroad station. Twenty-six tank cars and one passenger car occupied by a guard detail of five men wearing red epaulets were standing at the railroad station. Passenger car [ ] and truck [ ] were observed near the army fuel dump. Their drivers wore red-bordered black epaulets. (11).

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Comments.

(1) Confirms the large ammunition dump in the former German Air Force Ammunition Depot. It supplies Soviet Army and Air Force units and is probably subordinate to the GOFG.

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(2) Three of the trucks belong to the 6th Army Div of the GOFG, two to the 136th Gds Hv Tank SP Regt of the Third Shock Army, and two to the 38th AT Arty Brig of the Eighth Gds Army.

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(2) [ ] confirm the increase in the rate of incoming and outgoing rail shipments during the last two months.

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(3) Confirms the elevator installations of the large Eighth Gds Army Depot prior to mid-July 1950. The motor vehicle [ ] belong to the following units of the Eighth Gds Army: 39th Gds Mtz Rifle Div, 20th Gds Mecz Div, Hq XXIX Gds Mtz Rifle Corps and headquarters units of the Eighth Gds Army.

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(4) The existence of this fuel dump of the Second Gds Mecz Army was previously known. The truck observed belongs to the Rear Services of the GOFG.

(5) The dump is a well-known supply installation which is housed in several buildings and stores various supply goods such as clothing, food rations and fuel. It is not clear whether the dump has more than local importance. The motor vehicle [ ] are assigned to headquarters units of the Second Gds Mecz Army, the 9th Gds Tank Div of the Second Gds Mecz Army, and the SCG.

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(6) This former German ammunition depot has not been used as an ammunition dump since late 1949. It was scheduled to become a German Volkspolizei camp.

(7) Confirms the dump for captured materiel on the southeastern part of the airfield.

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(8) The ammunition shipments arriving from Koenigsusterhausen were confirmed the ammunition arrived from the U.S.S.R. via Frankfurt/Oder. Except for one shipment [ ]

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(9) In early 1949 the line was improved as a main line and now forms part of the southern section of the Berlin Outer Freight Ring. [ ]

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(10) The increased activity at the fuel dump was confirmed [ ] Numerous rail shipments, coming for the most [ ]

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part from the Hydrogenation Plant in Doehlen, arrived in June and July 1950, and many shipments dispatched to various air force and army units left the country during the same period.

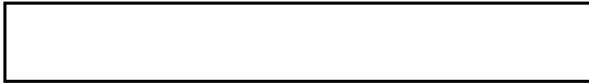
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[REDACTED] observed belong to the air force.

The motor vehicle s

(11) The motor vehicle [REDACTED] reported are assigned to GOFG units.

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